

Ward: Radcliffe - East

Item 01

Applicant: Bury Metropolitan Borough Council

Location: Radcliffe Metrolink, Festival Gardens, Church Street West, Radcliffe, M26 2BY

Proposal: Construct a 4m wide ramp providing a direct access, for pedestrians and cyclists, to the eastern platform of Radcliffe Metrolink station from the A6053, Spring Lane, and Church Street West via Festival Gardens

Application Ref: 71284/Full

Target Date: 06/02/2025

Recommendation: Approve with Conditions

Description

The application relates to Radcliffe Metrolink Station. The station is bounded by Spring Lane to the north, Festival Gardens to the east, Church Street west to the south and industrial development to the west of the stations car park.

There is a steep embankment which slopes eastwards from the Metrolink line and tram stop and which levels out to the existing footpath at Festival Gardens. It is this land which is subject to the application.

Access points to the Metrolink stop comprise vehicular and pedestrian entry and exit to the Metrolink and car park at Spring Lane (north) and a pedestrian ramped access from Church Street East to the south.

The proposal is to construct a 4m wide ramp with handrails to provide a direct access for pedestrians and cyclists to the eastern platform of Radcliffe Metrolink Station from Spring Lane (A6053) and Church Street West.

The ramp would be orientated north/south and sit within the profile of the embankment. The overall length of the ramp would be 155m and incorporate two 4m radius curves for the reverse change in direction so that the ramp can be constructed within the site area. The ramp would have a maximum gradient of 1:20 with four 5m long level sections along its length. It would be fully accessible.

The ramp would also incorporate 3 flights of stairs to provide a more direct route from the station to Festival Gardens.

Engineering operations would be required for the construction of the ramp which would involve regrading the embankment and incorporation of a series of retaining features.

Existing trees and vegetation would need to be removed to facilitate the ramp and protective fencing would be erected around trees to be retained. There are proposals for replanting and the embankments would be topsoiled and re seeded.

The ramp would be lit by existing and proposed lighting columns and the route monitored by CCTV.

The future maintenance of the ramp and details of the associated infrastructure would be agreed between Bury MBC and Metrolink.

Relevant Planning History

N/a

Publicity

Letters sent to 30 properties on 16/12/2024

Site notices posted 19/12/24

9 representations received.

7 objections

1 support

2 comments

Objections

- The proposal constitutes an unnecessary expense
- Distressed to see Festival Gardens damaged.
- 2 entrances already to the metro link both suitable for walking and cycling. Disabled access could be made from church street west without going into the gardens.
- There is often anti social behaviour at the metro link a third access would be another escape route.
- The festival gardens are part of our town heritage and should be left as that.
- The trees are not only beautiful they soak up water and stabilise the embankment they should be protected. Further planting would not compensate for loss in this area.
- New Trees have been planted in the gardens in the last 10 years you now want to dig them up? Festival gardens are beautiful, the row of trees that replaced the old Poplars are well established, why do you have to destroy this lovely area? It's a joy to watch all the different birds flitting around in the trees.
- It will not encourage more people to walk or cycle to the metro link station.
- I live across from festival garden and I love the view I have. I don't want it spoilt by a ramp that will have kids causing trouble and being noisy. Why spoil a beautiful bit of land. The ramps on opposite side are sufficient.
- The wildlife that live there should be left alone to live in peace and not have more of their environment taken away from them.
- Why not maintain the existing access ramps and foliage to allow access and egress to and from the station. I don't see how destroying 50 trees is going to improve the environment.
- Object to it on the grounds it destroying trees and other vegetation and is unnecessary.
- Why is the Council even considering funding this? Money should be spent improving lighting and access of existing route paid for by TFGM
- Adequate access already. The Spring lane side would benefit from having the pavement widened as you have to step in the road sometimes.

Support

- Fully support an accessible entrance to the station from the gardens. The access from Church Street is inaccessible and has unlawful discriminatory barriers along its length. The gradient is also too steep for wheelchairs.
- This is a much-needed improvement for the station.

Comment

- As a regular user of this station, with mobility issues, I've not had issues at all with accessing the site. Although the Bury platform ramp access is longer than required, it is adequate and the Manchester bound ramp operates without issues.
- The only issue is where the existing planting is not correctly maintained and forces pedestrians off the footpath, onto the car park. This is an annual issue.
- Concerned that the proposed 'defensive planting' could also be an issue if not well

- maintained. Is there a contract in place to ensure maintenance?
- Would like to know if a comparison of cost has been carried out, with regard to upgrading the existing arrangements (upgrading of CCTV, lights, etc). This would be less disruptive of the park, and mean that users would not have to walk through a dark park to access the Metrolink.

Comment from Councillor Birchmore -

The general consensus is that residents are very unhappy about so many trees are going to be felled to make way for this proposed development. Further questions include:

1. Why is the existing ramp from Church Street West indicated on the attached map (highlighted by the yellow dotted line) considered to be unsuitable?
2. If work is required to improve the existing ramp to make it more suitable, why has this not been proposed rather than building a new ramp at Festival Gardens?
3. Why does the ramp need to be 4m (13ft) wide?
4. Who is paying to build this ramp? The plans show that they were drawn up for Bury Council, does this mean that the Council rather than the Metrolink is paying and if so why?
5. The plans talk about proposed mitigation of loss of trees, would this be newly planted trees in Festival Gardens and if so is it proposed to do a like for like replacement i.e. newly planted mature trees replacing the existing mature trees that will be felled?

Those who have made representations have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to condition.

Borough Engineer - Drainage Section - No objection subject to condition

Environmental Health - Contaminated Land - No objection subject to condition.

G M Archaeological Advisory Service - No objection

Greater Manchester Police - designforsecurity - No objection and recommend implementation of security measures.

Greater Manchester Ecology Unit - No objection subject to conditions.

United Utilities (Water and waste) - No response received.

Property & Technical Services - Estates Consultancy - No response received.

Metrolink - Support in principle with details to be agreed Recommend conditions.

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/4	Street Furniture
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN6/4	Wildlife Links and Corridors
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
RT1/1	Protection of Recreation Provision in the Urban Area
RT3/4	Recreational Routes
HT5/1	Access For Those with Special Needs
Area	Spring Lane/Church Street West/Radcliffe Metrolink Stn
RD6	
JP-C2	Digital Connectivity

JP-C3	Our Public Transport
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S4	Flood Risk and the Water Environment
HT3/4	Schemes to Assist Metrolink

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle

Paragraph 96 of the NPPF states that planning policies and decision should aim to achieve healthy, inclusive and safe places.

Para 105 states that Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users.

PfE Policy JP-Strat14: A Sustainable and Integrated Transport Network states the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.

PfE policy aims to work with Metrolink to improve reliability, capacity and customer service.

JP-P1 Sustainable Places aims to improve the ease with which to move around for those of all mobility levels, particularly by walking and cycling.

UDP Policy HT3/4 - Schemes to Assist Metrolink supports the provision of new and improved stations.

The proposed development would be carried out in partnership with Metrolink to provide an improved and more user-friendly access to the Metrolink stop, thereby improving connectivity between places.

The development would provide inclusive access for all to better the experience of Metrolink users and would encourage users to use active travel methods to travel to and from the Metrolink.

Subject to issues below, the proposed development would be acceptable and comply with

PfE Policies and the principles of the NPPF.

Layout

The site comprises the piece of land between the Metrolink platform and Festival Gardens which is largely an embankment and a treed/vegetated area.

The ramp would be formed from an existing path close to the platform and would be orientated north to south incorporating two bends to reverse its direction so that it could be facilitated and integrate within the area.

The ramp would connect to an existing footpath next to Festival Gardens whereby pedestrians and cyclists could connect to Spring Street to the north and Church Street to the south. The ramp would be 4m wide and include handrails either side. 5m platforms at various intervals would connect a stepped access which is also proposed to connect the platform with Festival Gardens.

The existing embankments would be regraded and topsoiled and seeded and retaining walls constructed where needed.

The area subject to the application is not a usable space within the Gardens. It is a steep, treed and planted area and as such there would not be a loss of usable amenity space.

A site survey was carried out which identified there were a total of 64 individual trees and two groups of trees on and adjacent to the site. The appraisal identified that 28 individual trees and one group of trees would be removed as a result of the development. 48 new trees are proposed to be planted.

JP-G7: Trees and Woodland states that where development would result in the loss of existing trees, replacement on the basis of two new trees for every tree lost is required unless other measures would result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Mitigation for their loss are proposed within the planting plan and biodiversity net gain proposals for the site would meet the BNG metric for a 10% net gain. Specific details regarding replacement planting would be statutorily conditioned to provide a biodiversity Net Gain plan (see ecology section below).

Trees to remain would be protected by fencing and in accordance with British Standards which would be a condition of the application.

The development would incorporate lighting, CCTV and suitable ramped and stepped surfaces.

The proposed development would improve connections for cyclists and pedestrians to the Radcliffe Metrolink Station and better users experience of travelling by tram. The ramp would be fully accessible and in compliance with guidance.

The removal of trees would be mitigated in a planting scheme which would be conditioned. CCTV and new lighting would provide a safer and accessible route.

It is therefore considered the proposed development would be acceptable and comply with policies HT3/4, JP-P1, JP-Strat14 and the principles of the NPPF.

Impacts on the surrounding area

The proposed development would be located west of Festival Gardens. The proposed ramp would connect to a footpath on the western side of the Gardens and would not obstruct or impede users of the paths or the park.

The nearest residential properties are to the south on Church Street West. These properties would have views of the ramp. However, there would be some trees retained between the site and these houses and there is additional planting proposed. Houses to

the east on Rectory Lane would be more than 90m away.

As identified above, the site is an unusable space within the Gardens and its construction would not reduce the amount of space available to the public.

As also identified above, the development would require the removal of a number of trees but mitigation for the loss of trees and vegetation would be covered in the biodiversity net gain plan and landscaping proposals.

It is therefore considered that on balance, the proposed development would not have a significantly harmful impact on the surrounding area given the benefits of the scheme and would comply with EN1/2, JP-P1 and the principles of the NPPF.

Metrolink response

Metrolink supports the principle of this development but the interfaces the scheme has with the existing Metrolink infrastructure, such as CCTV, still need to be designed and approved. This would be achieved through the Metrolink Engineering Assurance Process.

Metrolink operates on the embankment which requires significant re-profiling to accommodate the ramp and retaining walls. These works clearly have the potential to affect the stability of the embankment and it is therefore essential that prior to any excavation works being carried out that a monitoring regime for the Metrolink track and slope is agreed, along with the trigger levels. Relatively minor movement to rails can result in derailment.

It is also important that the development be undertaken safely, ensuring, equally, that not only Metrolink infrastructure and operations are not adversely impacted but also that the safety of the users of Metrolink and those working in the vicinity is protected. To mitigate risks in this regard it is essential that the developer works closely with TfGM and Metrolink throughout the process.

In addition to the need to follow the Metrolink Engineering Assurance Process and Change Process the Developer should be made aware of the need for an Asset Protection Agreement or similar protection arrangements to be in place in advance of any works commencing, that affect Metrolink Infrastructure.

Metrolink therefore recommend the inclusion of two conditions, for the submission and agreement of design proposals, agreement to maintenance and a monitoring programme, and submission of a Metrolink specific construction management plan.

Ongoing discussions have been taking place between the applicant and Metrolink with details to be finalised and agreed. The applicant accepts both conditions.

Ecology

Summary

The main ecological issue is biodiversity net gain. Other potential ecological issues include bats, badgers and nesting birds.

Bats

Six trees were assessed as having potential bat roosting features for individual bats. Four of these appear to be retained, with T3 & T6 (as identified in the walkover survey) lost to development. Current guidance is that trees with bat roosting features for individual bats can be felled without further survey, but that precautionary measures (soft felling techniques) should be utilised. GMEU therefore recommend a condition along the following lines is applied to any permission.

The felling of trees T3 & T6 and any other trees that may require removal classed as PRF-I

in the Updated Site Walkover letter Statement Ref: 80-735-L1-1 dated 17th July 2024 shall be soft felled under the supervision of a licensed bat ecologist.

The consultant also notes that the railway embankment is a potential foraging and commuting habitat for bats ie a wildlife corridor. External lighting that minimises the impact on bats and other nocturnal wildlife has therefore been recommended. GMEU accept that this is reasonable, particularly as this section of the Metrolink corridor is already subject to light pollution.

The applicant has submitted a proposed lighting scheme that demonstrates that foraging bats are unlikely to be significantly affected by the proposal. GMEU have confirmed this is acceptable and recommend the external lighting strategy be conditioned.

Badger

No evidence of badger or badger setts was recorded but the railway embankment and habitat was assessed as providing suitable habitat for sett creation. On balance whilst GMEU would regard the location as low risk due to partial barrier to badger movement from nearby known badger territories and levels of disturbance, they agree that the risks are sufficient that a precautionary check prior to earthworks should occur and therefore recommend a condition along the following lines is applied to any permission.

Prior to any earthworks or vegetation clearance an updated survey for badger and badger setts will be provided to and agreed in writing by the LPA. If a badger sett is found then also prior to earthworks or vegetation clearance a badger mitigation strategy should also be provided to and agreed in writing by the LPA.

Other Protected Species

GMEU are satisfied that it is very unlikely that any other protected species will be present on the site. No further information or measures are required.

Nesting Birds

Trees and scrub will be lost potential bird nesting habitat. Given the area of scrub it is very likely that birds nest within the site. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

Other Wildlife

The dense bramble scrub will provide potential cover for small mammals, hedgehog and amphibians. Given the extent of the vegetation clearance, GMEU recommend a condition along the following lines is applied to any permission.

Prior to any vegetation clearance or earthworks a precautionary working measures method statement for mammals and amphibians will be provided to and agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021). The development will result in the loss of trees, scrub and grassland to development. There will also be a loss of potential bird nesting and bat

roosting features. No mitigation or enhancement measures appear to be proposed.

GMEU have been consulted.

GMEU initially responded that the original BNG assessment showed a shortfall of area based habitat units and hedgerow units to achieve 10% net gain. Following a revised BNG metric and proposals, GMEU are satisfied that:

- the 48 proposed small trees have been correctly represented in the metric,
- all trading rules have now been met,
- the data has been transferred on to the correct BNG metric version,
- and the post development landscape plan has been amended according.

After construction of the development, on site biodiversity remediation and the 10% net gain requirement there is due to be a gain of 0.61 Area Habitat units and 0.04 Linear Hedgerow Units

This appears to be a realistic achievement for the site and therefore the LPA can be reasonably confident that the statutory biodiversity requirements could be discharged. GMEU consider on site biodiversity mitigation/enhancement to be significant and should be secured via a section 106 agreement, in order to recoup the cost of future monitoring.

If approved, the Biodiversity Gain Plan (BGP) and a habitat management and monitoring plan should be completed to show how the on site biodiversity gain would be achieved and approved by the LPA, before the automatically applied statutory biodiversity gain condition can be released.

With regards wildlife, GMEU recommend provision of bird and bat boxes on retained trees. The details can be provided via condition.

It is therefore considered that the loss of trees balanced against the wider public benefit of better improved access and with the overall BNG uplift, the tree removal is supported.

The proposed development would comply with PflE Policies JP-G7, JP-G8 and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

GMAAS

The application area lies some distance to the west of the historic core of Radcliffe, which is centred on St Mary's Church. There are no designated heritage assets on the application site or in the immediate vicinity, and the only non-designated heritage asset of relevance entered on the Historic Environment Record is the former Radcliffe railway station (HER 675.1.0). This lies immediately to the west of the application area and has been adapted for use as the Metrolink station, with a corresponding loss of historic fabric; the current building is of little architectural or historic interest.

The wider site appears to have been used for quarrying during the 19th century and is shown on the Ordnance Survey 1st edition 10,560 map of 1850 as a gravel pit. This extraction activity is most likely to have removed any archaeological remains that did exist, although any that did survive were buried to depth beneath the railway embankment that dominated the site. This was constructed in 1879 when the Lancashire & Yorkshire Railway opened the Prestwich Branch line to create a direct route from Manchester to Bury and is not of any archaeological interest.

In summary, the proposed construction of the pedestrian ramp to the Metrolink station will have no impact on archaeological remains, and archaeology will not merit any further

consideration in this instance.

Drainage

The development includes drainage proposals which generally comprise a system of filter drains along the back of the proposed retaining walls, eco channels along the eastern edge of each ramp 'leg' and a soakaway within the lowest slope of the regraded embankment. The applicant states that the proposed drainage strategy would incorporate SuDS where feasible.

The Drainage Engineer has been consulted and raises no objection to the development. As the detailed design has yet to be finalised, a condition is recommended for the submission of details to demonstrate the proposed attenuation/soakaway system would provide sufficient storage, to which the applicant has agreed.

Design for Security

There are no objections in principle to the proposed development from the Design for Security Team. They do have the view would be that the ramp should terminate on Church Street West or Spring Lane, rather than a central point in Festival Gardens, which could leave passengers vulnerable in the evening/night, or early morning, to criminality or antisocial behaviour and there are also a number of benches which gives legitimacy to loitering in the area and potentially allow criminals to target those using the ramp/stairs. There are also a high number of trees in Festival Gardens and some with low/dense canopies which obscure sight lines in some areas. The stairs are located in a better position, in closer proximity to Church Street West, and this interfaces well with the footway.

Other than these points, the DfS Team are generally in agreement with the recommendations of the Crime Impact Statement (CIS). The DfS team would put a particular emphasis on high quality lighting to the stairs/ramp and monitored CCTV of the area and would also recommend a help point at a midway point of the stairs/ramp because users are unlikely to be able to view all potential threats prior to using them. Signage is also recommended to help passengers take the correct routes through the area. There is an issue with drug/alcohol misuse in the area, particularly the canal tow path area, which could affect the proposals. DfS would recommend that regular patrols are undertaken when possible by the Metrolink customer safety teams, any misuse can be reported and so that any discarded alcohol containers or drug paraphernalia can be quickly removed.

The CIS acknowledges that a structure of this type could cause some anti-social behaviour, however the increased footfall from the east and through the station from the west would provide a good level of legitimate activity that will help to mitigate such issues and the current isolated state of this area and there would be natural surveillance by its use. Recommendations have been made to further minimise the impact and the perception of crime to the surrounding area.

In response, the applicant states that the layout of the proposed ramp has been through multiple reviews as well as discussions with Metrolink.

The existing embankment is currently thick foliage and vegetation and surveillance is poor. Much of the treed and planted area would be removed and as such a more open and visible area created. Proposed planting would be carefully planned so as not to impede surveillance of the area. The position of the bench is noted and this would be monitored and repositioned if required.

The development would provide additional and effective lighting to the area as well as CCTV which would be agreed with Metrolink prior to installation.

It is therefore considered that the proposed development would be acceptable and comply with policies EN1/5, JP-P1 and the principles of the NPPF.

Policy JP-S2 (Energy and Carbon)

The applicant states that the proposal aligns with Policy JP-S2 of the Places for Everyone Joint Development Plan by minimising embodied carbon through the use of precast modular retaining walls and re-use of excavated material. Operational energy demand is limited to efficient LED lighting and CCTV, consistent with the principles set out in GMCA's Net Zero Guidance. The scheme also supports wider carbon reduction by encouraging walking, wheeling and cycling to access public transport.

Policy JP-C2 (Digital Connectivity)

The proposed development is a non-residential engineering scheme. As such, it does not involve the installation of fibre connections to properties and Policy JP-C2 is not applicable to this project.

This is considered acceptable.

Response to objections

The applicant has provided a response to the comments made by the Councillor as follows:

1. The existing ramp will remain, but does not meet current DfT 'Inclusive Mobility' and GM 'Streets for All' accessibility and design standards required for anticipated usage. Furthermore, it isn't well located to serve the forthcoming East Lancashire Paper Mill development which will increase pedestrian and cycling traffic.
2. Improving the existing ramp was considered but neither TfGM or Bury Council own sufficient land around the existing ramp to improve it and to do so would likely require large retaining structures to be built to the Metrolink. Furthermore, its location and layout are unsuitable for providing direct, safe access to the Radcliffe Metrolink Stop from the forthcoming East Lancashire Paper Mill development. The new ramp at Festival Gardens aligns with active travel network goals and offers a more direct connection to the Metrolink platform, enhancing accessibility and safety.
3. The 4m width accommodates both pedestrians and cyclists safely, ensuring compliance with the Greater Manchester Streets for All Design Guide. It also allows for future-proofing to meet growing active travel demand.
4. The scheme is being funded by Central Government via Round 4 of the Active Travel Fund as part of Greater Manchester's Bee Network initiative. Bury Council has been allocated the funding and are managing the design and delivery. TfGM are the accountable body for the funding.
5. Any removal of trees due to the ramp's construction will be mitigated through the planting of replacement trees, in line with local authority policies. This ensures environmental sustainability and maintains the area's character. Specific details of the replacement will be clarified during the final design stages.

All other issues have been covered in the above report.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were

incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings -

660-028-WLD-XX-XX-DR-CH-0100-001	GENERAL ARRANGEMENT
660-028-WLD-XX-XX-DR-CH-0100-002	PROPOSED GEOMETRY
660-028-WLD-XX-XX-DR-CH-0100-004	SITE LOCATION PLAN
660-028-WLD-XX-XX-DR-C-0100-005	EXISTING ARRANGEMENTS
660-028-WLD-XX-XX-DR-CH-0200-001	SITE CLEARANCE REQUIREMENTS
660-028-WLD-XX-XX-DR-CH-0300-001	PROPOSED FENCING
ARRANGEMENTS	
660-028-WLD-XX-XX-DR-CH-0300-002	PROPOSED HANDRAIL
ARRANGEMENTS	
660-028-WLD-XX-XX-DR-C-0500-001	PROPOSED DRAINAGE LAYOUT GA
660-028-WLD-XX-XX-DR-C-0500-002	DRAINED AREAS PLAN
660-028-WLD-XX-XX-DR-C-0500-003	ATTENUATION TANK DETAILS
SHEET 1 OF 2	
660-028-WLD-XX-XX-DR-C-0500-004	ATTENUATION TANK DETAILS
SHEET 2 OF 2	
660-028-WLD-XX-XX-DR-C-0500-005	TYPICAL DETAILS
660-028-WLD-XX-XX-DR-CH-0600-001	EARTHWORKS - EXCAVATION
REQUIREMENTS	
660-028-WLD-XX-XX-DR-CH-0600-002	EARTHWORKS - TOPSOILING
REQUIREMENTS	
660-028-WLD-XX-XX-DR-CH-0700-001	PROPOSED CROSS SECTIONS
(SHEET 1 OF 5)	
660-028-WLD-XX-XX-DR-CH-0700-002	PROPOSED CROSS SECTIONS
(SHEET 2 OF 5)	
660-028-WLD-XX-XX-DR-CH-0700-003	PROPOSED CROSS SECTIONS
(SHEET 3 OF 5)	
660-028-WLD-XX-XX-DR-CH-0700-004	PROPOSED CROSS SECTIONS
(SHEET 4 OF 5)	
660-028-WLD-XX-XX-DR-CH-0700-005	PROPOSED CROSS SECTIONS
(SHEET 5 OF 5)	
660-028-WLD-XX-XX-DR-CH-0700-007	PROPOSED LONG SECTION
660-028-WLD-XX-XX-DR-CH-0700-008	PROPOSED CONTOURS
660-028-WLD-XX-XX-DR-CH-1100-001	PROPOSED KERBING, FOOTWAYS
AND PAVED AREAS	
660-028-WLD-XX-XX-DR-CH-1200-001	PROPOSED RAMP MARKINGS
660-028-WLD-XX-XX-DR-CH-1200-002	PROPOSED TRAFFIC SIGNS
660-028-WLD-XX-XX-DR-CH-1200-003	TRAFFIC SIGN DETAILS
660-028-WLD-XX-XX-DR-CH-1300-001	PROPOSED STREET LIGHTING
ARRANGEMENTS	
660-028-WLD-XX-XX-DR-C-1700-001	LOCATION PLAN OF RETAINING

WALLS

660-028-WLD-XX-XX-DR-C-1700-002	RETAINING WALL A - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-1700-003	RETAIING WALL B & ADJACENT STEPS - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-1700-004	RETAINING WALL C - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-1700-005	RETAINING WALL D, D1 AND ADJACENT STEPS - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-1700-006	RETAINING WALL E AND ADJACENT STEPS - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-1700-007	RETAINING WALL F - ELEVATIONS AND SECTIONS
660-028-WLD-XX-XX-DR-C-3000-001	TREES IMPACT AND PROTECTION PLAN

Ecology Surveys

80-735-R1-1	Preliminary Ecological Appraisal - Redcliffe Metrolink Access Ramp
80-735-R2-1	Radcliffe Metrolink Access Ramp - Arboricultural Impact Assessment
80-735-L1-1	Update Walkover Letter Statement - Radcliffe Metrolink Access Ramp
80-735-R3-4 Feb 26	Biodiversity Metric Report - Radcliffe Metrolink Access Ramp
The Statutory Metric 1.0.4 - Radcliffe Metrolink Access Ramp - R4	2 Feb 26

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

3. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 180(f), 189 and 190 of the National Planning Policy Framework (December 2023).

4. Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.
Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 180(f), 189 and 190 of the National Planning Policy Framework (December 2023).
6. The felling of trees T3 & T6 and any other trees that may require removal classed as PRF-I in the Updated Site Walkover letter Statement Ref: 80-735-L1-1 dated 17th July 2024 shall be soft felled under the supervision of a licensed bat ecologist.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 – Features of Ecological Value and Section 11 of the National Planning Policy Framework.
7. The development hereby approved shall be carried out in accordance with the lighting strategy A1_1300_001_002 and Lighting Technical Note ref 660-028-002 (A.)All external lighting shall be installed in accordance with the approved specifications and locations set out in the strategy.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 – Features of Ecological Value and Section 11 of the National Planning Policy Framework.
8. Prior to any earthworks or vegetation clearance an updated survey for badger and badger setts shall be provided to and approved in writing by the Local Planning Authority. If a badger sett is found then also prior to earthworks or vegetation clearance a badger mitigation strategy should also be provided to and agreed in writing by the Local planning Authority.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 – Features of Ecological Value and Section 11 of the National Planning Policy Framework.
9. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
10. Prior to any vegetation clearance or earthworks a precautionary working measures

method statement for mammals and amphibians will be provided to and agreed in writing by the LPA.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

11. Prior to first use of the development hereby approved, bat and bird boxes shall be provided on retained trees and shall thereafter be maintained.

Reason. To secure the satisfactory development of the site and contribute to enhancing the natural environment and biodiversity pursuant to Policies EN6/3 - features of ecological value, JP-G8: A Net Enhancement of Biodiversity and Geodiversity and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

12. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

13. No development including any excavation works shall take place until:-
- the design proposals for all interfaces with Metrolink or for any infrastructure that is to be maintained or monitored by Metrolink have been subject to TfGM's Metrolink's Engineering Assurance Process and agreed by Metrolink;
 - an agreement regarding the ongoing maintenance, including costs, has been reached; and
 - a monitoring regime of Metrolink infrastructure and track have been submitted for approval in writing by Bury Council, as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester)

All costs relating to the works and approvals to be met by the Developer.

Reason. To safeguard Metrolink infrastructure, operations and customers pursuant to policies EN1/5, JP-P1 and the principles of the NPPF.

14. No development shall take place, including any excavation, until a Metrolink Specific Construction Management Plan (CMP) with detailed method statements of construction and risk assessments, has been submitted to, and approved in writing by Bury Council (approval to be in consultation with Transport for Greater Manchester) and, if deemed necessary, an appropriate Asset Protection Agreement has been entered into. The approved CMP shall include agreed safe methods of working adjacent to Metrolink and shall be adhered to throughout the construction period

Reason

To safeguard the amenities of the locality and to ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working near Metrolink pursuant to policies EN1/2, JP-C8, JP-P1 and the principles of the NPPF.

15. No development shall commence until the details have been submitted demonstrating that the proposed attenuation /soakaway system provides sufficient effective storage for the relevant design storm events (up to and including the 1 in

100 year event plus an appropriate allowance for climate change). The submission shall include confirmation of:

- the contributing drainage catchment area;
- the design assumptions used (including infiltration rate and void ratio);
- drain-down times; and
- adequate separation between the soakaway base and groundwater.

Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Policies EN7/3 - Water Pollution and EN7/5 - Waste Water Management, JP-S4, and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

16. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development.
2. Access route for all construction vehicles to the site from the Key Route Network.
3. Access point/arrangements for construction traffic and all temporary works required to facilitate access for construction vehicles.
4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures.
5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site.
6. Confirmation of hours of operation, delivery & construction vehicle sizes.
7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

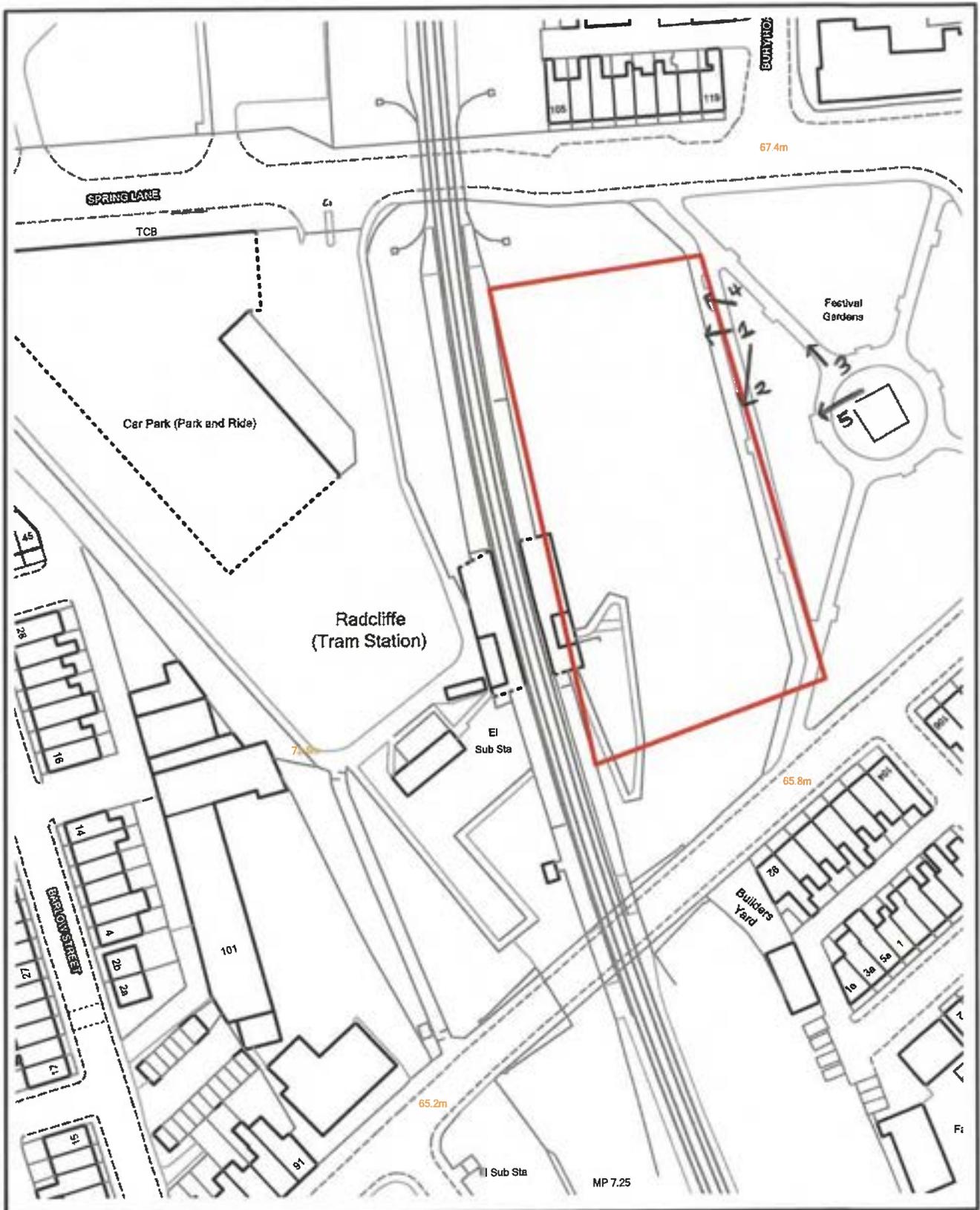
The approved plans shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent adopted highways, ensure adequate off-street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety. EN1/2 - Townscape and Built Design and JP-C8 - Transport Requirements for New Developments.

17. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
 1. a non-technical summary;
 2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.has been submitted to, and approved in writing by, the local planning authority.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

18. The development hereby approved shall not be brought into use unless and until:
 1. the habitat creation and enhancement works set out in the approved HMMP have been completed; and
 2. a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning AuthorityThe created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**



Radcliffe Metrolink, Festival Gardens,
ADDRESS: Church Street West, Radcliffe, M26
2BY



Planning, Environmental and Regulatory Services

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Photo 1



Photo 2



71284

Photo 3



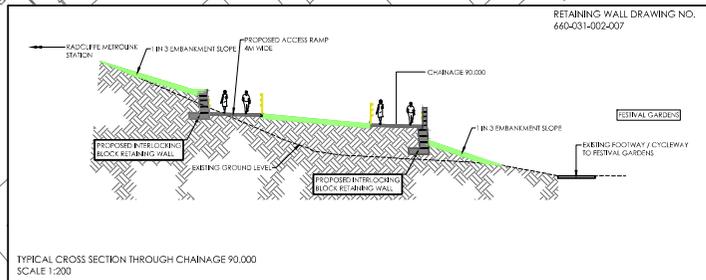
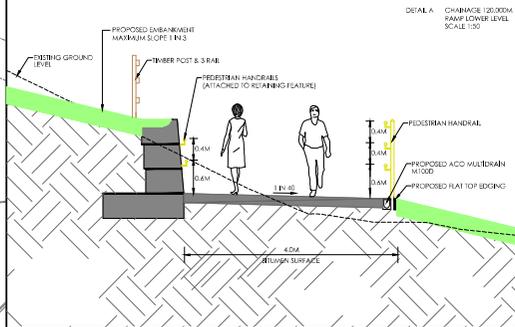
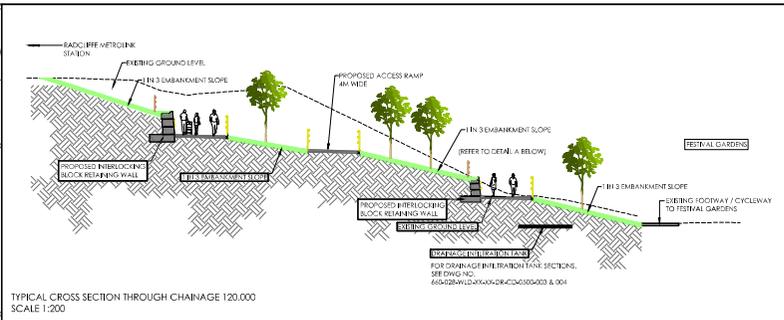
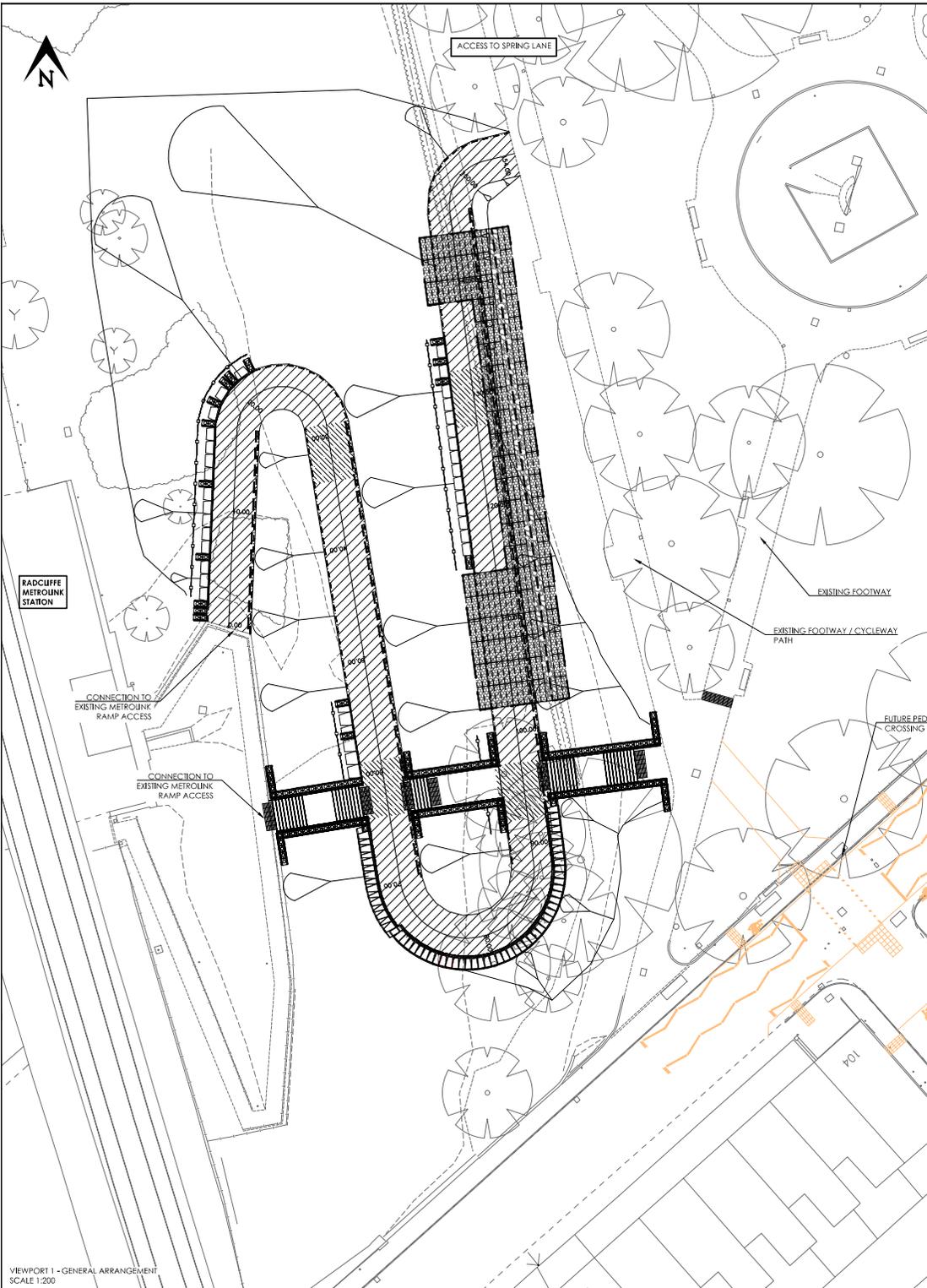
Photo 4



71284

Photo 5





- NOTES - GENERAL**
- 1 ALL DIMENSIONS ARE STATED IN MILLIMETRES UNLESS NOTED OTHERWISE.
 - 2 ALL LEVELS ARE STATED IN METRES.
 - 3 DO NOT SCALE. PLEASE REFER ANY QUERIES TO THE PROJECT MANAGER / SUPERVISOR.
 - 4 THIS DRAWING IS TO BE READ IN COLOUR.
- NOTES - SERIES 100 - GENERAL ARRANGEMENT**
- 1 FOR THE REQUIREMENTS OF TREE FELLING OR TREE MITIGATION MEASURES REFER TO DRAWING NUMBER 660-028-WLD-XX-XX-DR-CH-3000-001.
- KEY - SERIES 100 - GENERAL ARRANGEMENT**
- PROPOSED PEDESTRIAN HANDRAIL
 - PROPOSED PEDESTRIAN HANDRAIL (ATTACHED TO RETAINING FEATURE)
 - PROPOSED TIMBER & 3 RAIL FENCE
- KEY - SERIES 500 - DRAINAGE**
- PROPOSED ACO MULTIDRAIN M1000
 - PROPOSED DRAINAGE ATTENUATION SYSTEM
- KEY - SERIES 1100 - KERBS, FOOTWAYS AND PAVED AREAS**
- PROPOSED FLAT TOP EDGING (LAD FLUSH)
 - PROPOSED 4M WIDE FOOTWAY / CYCLEWAY ACCESS RAMP (MAX. GRADIENT 1 IN 20 GRADIENT)
 - PROPOSED 4M WIDE FOOTWAY / CYCLEWAY ACCESS RAMP LANDING (5M IN LENGTH)
 - PROPOSED HAZARD WARNING PAVING (CORDUROY - BUFF COLOURED)
- KEY - SERIES 2500 - SPECIAL STRUCTURES**
- PROPOSED RETAINING WALL (REFER TO DRAWING NO. 660-028-WLD-XX-XX-DR-C-1700-001 TO 007)

VIEWPORT 1 - GENERAL ARRANGEMENT
SCALE 1:200

POJ	JK	AMR	ML	15.10.24	UPDATED FOLLOWING WLD REVIEW
POJ	AMR	ML	MS	06.09.24	PROFILE AMENDED
POJ	AMR	ML	MS	18.08.22	RETAINING WALL ELEVATION REMOVED
POJ	AMR	ML	MS	07.07.22	RETAINING WALL ELEVATION REMOVED
POJ	AMR	ML	MS	07.07.22	ACCESS STEPS ADDED
REV	DRN	CHK	APP	DATE	DESCRIPTION

Wilde  Bindley Louise
Auckoft Street,
Stockport, Cheshire,
SK1 3HS.
www.wilde.co.uk
Tel: 0161 4747479
Fax: 0161 4767472

Consulting Civil & Structural Engineers

Client
BURY COUNCIL

Project
**METROLINK ACCESS RAMP
RADCLIFFE**

Title
GENERAL ARRANGEMENT

Scale	AS SHOWN	Drawn	AMR	Date	19.05.22	Checked	ML	Approved	ML	
Drawing No.	660-028-WLD-XX-XX-DR-CH-0100-001								Revision	PD5
Status	FOR INFORMATION								Sheet Size	A1

TREE PLANTING
Standard trees to be pit planted. Minimum pit size: 900 x 900 x 500mm depth.
Excavate tree pits with slightly raised centre. Retain topsoil for re-use.
Break up and loosen the base and sides of the pit. Pit bottoms: With slightly raised centre. Break up to a depth of 200 mm.
Sloping ground: Maintain horizontal bases and vertical sides with no loss than minimum depth throughout.
Plant trees to the same depth as they were in the nursery. Back fill the pit in stages, whilst firming up the soil around the roots until the original ground level is restored.
Tree pits in soft landscaped areas to be filled with 1:3 mixture of compost and topsoil to an initial depth of 500mm, with well worked subsoil layered beneath to generally accord with existing surrounding soil strata.
Topsoil to contain peat free organic matter.

MULCH FOR STANDARD TREES
Apply mulch dressing with 50mm minimum depth of chipped natural British forest biomass containing minimum of 70% wood content of particle size 35-45mm. The mulch shall be free of pest, disease or weed contamination for handover.

Ensure planting conforms to planting matrix (where appropriate) and in all other areas appears random / natural and not formal in accordance with the planting proposal layout.

STAKING
Stake all standard trees with double short stakes and tree shelter protection. Stakes to be first grade pressure impregnated wood timber and chamfered top. Position stake close to the tree on windward side and drive vertically at least 300mm into the bottom of the pit before planting.
Bastilling: Considerable material around stake. Height of stakes: cut to approximately one third of the tree height above ground level.
Ties: Hessian e.g. NatureTie by Green Blue Urban. Tying: secure tree firmly but not rigidly to stake with at least 2 ties within 25mm of top of stake.
Tree guard: Contractor's choice

HERDGEROW PLANTING
Plant hedges into pre-prepared planting trenches, 500-600mm wide for double rows. Planting strips to consist of topsoil to a depth of no less than 450mm, mixed with soil conditioner as specified below.
Incorporate a soil conditioner/fertiliser in the form of peat free general-purpose shrub compost or well rotted spent mushroom compost along planting trench in a 50mm layer at the rate of 300g per m², and incorporate to a depth of 25mm.
All hedge planting areas to be dressed with a minimum 60-75mm mulch layer, consisting of medium chipped tree bark, composted for 2-4 weeks, particle size 15-50mm.
All stock to be protected using proprietary tree shelter and staking package eg GreenTech Nature EasyStake with 5 - 10mm diameter support stake.

MULCH FOR HERDGEROWS
Mulch whole surface of hedge planted areas with 80-75mm minimum depth of chipped natural British forest biomass containing minimum of 70% wood content of particle size 35-45mm. The mulch shall be free of pest, disease or weed contamination.

WOODLAND PLANTING
Bare root whips to be notch planted. Cut the spade fully into the ground. At a right angle to the first cut, repeat step 1 to create a T-shape. Take the spade to the original cut and lever it upwards, parting the turf. Place the tree carefully in between the sections of turf. Lever the spade back out and the turf will fall into place. Ensure all roots are taken into the hole. Adjust the tree to ensure it is at ground level, and thoroughly firm down soil around the tree.

STAKING & PROTECTION
All woodland whip and hedgerow stock to be protected using proprietary tree shelter and staking package eg GreenTech Nature EasyStake with 5 - 10mm diameter support stake.

NEUTRAL GRASSLAND SEEDING
After cultivation operations have been carried out, use a pre-seed herbicide on areas to be seeded. Sow areas to be seeded with grass seed which has been stored off the ground in a clean, dry place free from vermin. Following an even distribution of seed, the contractor shall carry out a light raking or light harrowing of the area and ensure consolidation of the seed with the soil by the use of a light roller. All reasonable precautions shall be taken to ensure that pedestrian and other traffic does not cross areas during cultivation and until the grass has established.
Neutral grassland areas to be seeded at 5g / sqm
Product supplier - Germinal Amenity
Product specification - WFG4 Neutral soils

SOWING PROCEDURE
Carry out two equal sowings at right angles to each other and diagonally to main axis. Broadcast manually or use seed drill, rake level and roll. Ensure good seed to soil contact.
Sowing rate 5g / sqm



PROPOSED INDIVIDUAL TREES

Number	Species	Specification	Height	Clear Stem min	DBH	Length	Height
1	Betula pendula	Standard RB	Clear Stem min	2000	120	400	3000
2	Betula pubescens	Standard RB	Clear Stem min	2000	120	400	3000
3	Malus sylvestris	Standard RB	Clear Stem min	2000	120	400	3000
4	Prunus avium	Standard RB	Clear Stem min	2000	120	400	3000
5	Prunus spinosa	Standard RB	Clear Stem min	2000	120	400	3000
6	Prunus avium	Standard RB	Clear Stem min	2000	120	400	3000
7	Prunus spinosa	Standard RB	Clear Stem min	2000	120	400	3000
8	Prunus avium	Standard RB	Clear Stem min	2000	120	400	3000
9	Prunus spinosa	Standard RB	Clear Stem min	2000	120	400	3000
10	Prunus avium	Standard RB	Clear Stem min	2000	120	400	3000
11	Prunus spinosa	Standard RB	Clear Stem min	2000	120	400	3000
12	Prunus avium	Standard RB	Clear Stem min	2000	120	400	3000
13	Prunus spinosa	Standard RB	Clear Stem min	2000	120	400	3000
14	Norvus aucuparia	Standard RB	Clear Stem min	2000	120	400	3000

WOODLAND BRAMBLE COVER

Tree	Species	Specification	Height	Coverage	Density
1	Betula pendula	11 2 brks	80-100	60-80%	10m ctr
2	Malus sylvestris	11 2 brks	80-100	60-80%	10m ctr
3	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
4	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
5	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
6	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
7	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
8	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
9	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
10	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
11	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
12	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
13	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
14	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
15	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
16	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
17	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
18	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
19	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
20	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
21	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
22	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
23	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
24	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
25	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
26	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
27	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
28	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
29	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
30	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
31	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
32	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
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42	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
43	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
44	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
45	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
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47	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
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98	Prunus avium	11 2 brks	80-100	60-80%	10m ctr
99	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
100	Prunus avium	11 2 brks	80-100	60-80%	10m ctr

NATIVE HEDGEROW (planted in double staggered rows)

Number	Species	Specification	Height	Coverage	Density
1	Corylus avellana	11 2 brks	80-100	60-80%	10m ctr
2	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
3	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
4	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
5	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
6	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
7	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
8	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
9	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
10	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
11	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
12	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
13	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
14	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
15	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
16	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
17	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
18	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
19	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
20	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
21	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
22	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
23	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
24	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
25	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
26	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
27	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
28	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
29	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
30	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
31	Prunus spinosa	11 2 brks	80-100	60-80%	10m ctr
32					



- Key:**
- Red line boundary
 - ◆ Proposed individual trees
 - Retained individual trees
 - Retained line of trees
 - Proposed species-rich native hedgerow
 - Bramble scrub
 - Developed land; sealed surface
 - Hawthorn scrub
 - Mixed scrub
 - Other neutral grassland
 - Other woodland; broadleaved
 - Retained habitats
 - Enhanced habitats

Notes

Issue: 1	Revision: 4	Date: 02/02/2026	Drawn: BH	Authorised: CK
Client: Wilde Consultants Ltd		Job No. 80-735	Date: 02/02/2026	
		Drawing No. 80-735-004	Scale: 1:900 @ A4	
Job title: Radcliffe Metrolink Access Ramp			Drawing title: Post Development Plan	

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